

IN THE SPECIFICATION:

✓ Please substitute the attached Substitute Specification and Abstract for the translation of this application. The Substitute Specification conforms to U.S. Practice and places the application in better English and U.S. format.

IN THE CLAIMS:

Cancel Claims 1 to 11.

Add claims 12 to 23 as follows:

- Sub B1*
12. A direct injection internal combustion engine system, comprising:
- at least one cylinder having a piston moving along an axis;
 - a gas inlet and a gas outlet leading to an exhaust passage;
 - an No_x reducing converter in said exhaust passage; and
 - intake and exhaust valves associated with said cylinder and said gas inlet and and gas outlet, arranged to provide internal exhaust-gas recirculation;
- wherein said cylinder, said gas inlet and said gas outlet are arranged to provide layered lean operation of said engine, and
- wherein said inlet passage is arranged to provide swirl in incoming gas having a swirl axis substantially transverse to said piston axis and arranged to cause an intermixture of residual exhaust gas with said incoming gas.
13. An engine system as specified in claim 12 wherein said inlet passage is arranged to provide a swirl that is a tumble movement.

14. Internal combustion engine according to Claim 13 wherein a tumble plate is provided in said gas inlet.
15. Internal combustion engine according to claim 12 wherein said engine is an Otto engine.
16. Internal combustion engine according to claim 12 wherein said inlet passage is arranged for a layered charging.
17. Internal combustion engine according to claim 12 wherein there is further provided an arrangement for external exhaust-gas recirculation.
18. Internal combustion engine according to Claim 17, wherein the external exhaust-gas recirculation arrangement includes an arrangement for cooling recirculated gases.
19. Internal combustion engine according to Claim 17, wherein the external exhaust-gas recirculation arrangement includes a control valve.
20. Internal combustion engine according to claim 12 wherein the swirl has an axis which lies in the region of 75° to 105° of said piston axis.
21. Internal combustion engine according to claim 12 wherein said reducing converter comprises a NOx storage catalyst.
22. Internal combustion engine according to claim 21 wherein said storage catalyst is controlled by a NOx sensor.